

This listing of claims will replace all prior versions and listings of claims in the application.

**Listing of Claims:**

1(original). A terminal for a guideway transit system comprising:  
an entry section (10) which is connected at one side to a guideway (70) at which a plurality of pilot lines (71) for guiding the movement of a vehicle (60) are formed, and to which each of the pilot lines (71) of the guideway (70) is extended in such a manner as to be divided into several branches;  
an entering/alighting section (20) at which a plurality of berths where entering/alighting of a passenger or a freight into/from the vehicle is performed, is installed after the vehicle (60) moves to the entering/alighting section along the pilot lines (71) each divided into the several branches of the entry section and stops at the entering/alighting section;  
an U-turn section (30) for allowing the vehicle (60) that has finished alighting from the vehicle at the entering/alighting section to perform U-turn; and  
a parking section (40) which is connected at one side to the U-turn section for allowing the vehicle (60) that has finished operation to park at the sectioning park, and at the other side of which an external entry connected to an external general road is formed so that a dual-mode vehicle that operates on both the general road and the guideway can enter/exit into/from the parking section through external entry.

2(original). The terminal according to claim 1, wherein the U-turn section allows the vehicle to move one-way only.

3(currently amended). The terminal according to claim 1 ~~or claim 2~~, wherein the U-turn section (30) is configured in such a manner that a waiting room (31) is horizontally connected to the berths (21) and the vehicle (60) moves above or below the

waiting room (31) along a ramp so that the passengers can move horizontally between the waiting room (31) and the berth (21).

4(original). The terminal according to claim 1, wherein the entering/alighting section (20) and the entry section (10) have a standby line (72) formed thereon so that the vehicle (60) which has finished the entering of the passengers can proceed up to the standby line (72) formed in the entry section (10) and stand by for departure.

5(original). The terminal according to claim 1, wherein a plurality of the pilot lines (71) in the entry section (10) is arranged in such a manner as that they maintain the interval there between to an extent of being greater than the width of the vehicle (60) over a predetermined distance from a point adjacent to the entering/alighting section (20), so that more vehicles can stand by for alighting of the passengers from the vehicle in the entry section (10) in the case where there are many vehicles entering the terminal for the alighting.

6(original). The terminal according to claim 1, wherein the parking section (40) has a double-storied structure and each of the two floors is configured in such a manner that the vehicle can move to the parking section along the ramp.

7(new). The terminal according to claim 2, wherein the U-turn section (30) is configured in such a manner that a waiting room (31) is horizontally connected to the berths (21) and the vehicle (60) moves above or below the waiting room (31) along a ramp so that the passengers can move horizontally between the waiting room (31) and the berth (21).